

From: PRES [PRES@PRESINSURV.Organization.com]  
Sent: Thursday, August 22, 2002 1:43 PM  
To: 2002 INCOMING MSGS  
Subject: INSURV QUARTERLY SURFACE SHIP MESSAGE NR 015

Importance: Low

R 220440Z AUG 02 PRESINSURV NORFOLK VA(n) INSURV QUARTERLY SURFACE SHIP  
MESSAGE NR 015

UNCLAS

PASS TO OFFICE CODES:

FM PRESINSURV NORFOLK VA//00//  
TO CNO WASHINGTON DC//N09/N096/N09B/N3/N4/N43/N45/N454/N5/N8/N86/N87/N88//  
CINCLANTFLT NORFOLK VA//N01/N3/N4/N43/N45/N46/N465/N467//  
CINCPACFLT PEARL HARBOR HI//N01/N3/N4/N43/N45/N46/N466//  
COMNAVSURFLANT NORFOLK VA//N00/N01/N3/N4/N41/N43/N44/N8//  
COMNAVSURFPAC SAN DIEGO CA// N00/01/N3/N4/N41/N43/N44/N418/N8//  
COMNAVAIRLANT NORFOLK VA//N00/N01/N3/N43/N45/N454/N8//  
COMNAVAIRPAC SAN DIEGO CA//N00/N01/N3/N43/N45/N454/N8//  
COMSUBLANT NORFOLK VA//N01/N3/N4/N45/N451//  
COMSUBPAC PEARL HARBOR HI//N01/N3/N4/N45/N451//  
COMSC WASHINGTON DC//N00/N01/N00S/N4/N42/PM1/PM2//  
COMSCLANT NORFOLK VA//N4/N47//  
COMSCPAC SAN DIEGO CA//N4/N47//  
INFO COMNAVSEASYS COM WASHINGTON DC//00/00TA2/04M/04X/04L/  
05NI/05/05D/05L/05P/05U/05Z/91/91W/915/92TE//  
PEO THEATER SURFACE COMBATANTS WASHINGTON DC//PMS400/PMS400F///  
PEO EXW WASHINGTON DC//00/01/PMS307/PMS325/PMS377//  
PEO CARRIERS WASHINGTON DC//00/01//  
PEO MUW WASHINGTON DC//00/PMS303/PMS407//  
BUMED WASHINGTON DC//02/24/242//  
CNET PENSACOLA FL//01/00X1/N34//  
COMNAVSPECWARCOM CORONADO CA//N9//  
NAVICP MECHANICSBURG PA//NAVICP-04/41/42/424/51//  
NAVMELOGCOM FT DETRICK MD//03//  
NETPDTC PENSACOLA FL//N34//  
NAVSURFWARCEN SHIPSYS ENG STA PHILADELPHIA PA//9750//  
NAVSURFWARCEN CARDEROCK DIV BETHESDA MD//24//  
NAVSURFWARCENDIV CORONA CA//QA33//  
COMNAVAIRSYS COM PATUXENT RIVER MD//NAIR 00//  
COMNAVAIRENG STA LAKEHURST NJ//4.8.11//  
COMNAVSAFECEN NORFOLK VA//00/30//  
COMAFLOATRAGR U ATLANTIC NORFOLK VA//00//  
COMAFLOATRAGR U PAC SAN DIEGO CA//00//  
COMAFLOATRAGR U MID PAC PEARL HARBOR HI//00//  
COMAFLOATRAGR U WEST PAC YOKOSUKA JA//00//  
SWOSCOLCOM NEWPORT RI//60//  
COMNAVSURFRESFOR NEW ORLEANS LA//00//  
SERVSCOLCOM GREAT LAKES IL//01//  
NAVENVIRHLTHCEN NORFOLK VA//00/01/IH//  
NAVOSHENVTRACEN NORFOLK VA//00/01//  
FTSCLANT NORFOLK VA//00/4100//  
FTSCPAC SAN DIEGO CA//00/300/308//  
ZEN/PRESINSURV NORFOLK VA//00P//  
MSGID/GENADMIN/PRESINSURV/-/AUG//  
SUBJ/INSURV QUARTERLY SURFACE SHIP MESSAGE NR 015//

REF/A/MSG/NSWC PHILADELPHIA/221300ZMAY02/-//

REF/B/MSG/NAVICP MECHANICSBURG PA/072331ZFEB02/-//

RMKS/1. FOR TYCOMS: REQUEST THIS MESSAGE BE READDRESSSED FOR WIDEST DISSEMINATION TO APPROPRIATE SURFACE UNITS AND ISICS.

2. THIS QUARTERLY MESSAGE IS INTENDED TO PROVIDE INFORMATION THAT WILL HELP IMPROVE SURFACE FLEET MATERIAL CONDITION. THE FOLLOWING AVIATION RELATED ISSUES PERTAINING TO PRIMARILY AIR CAPABLE SHIPS ARE HIGHLIGHTED:

- MK1 LIFE VESTS.
- VISUAL LANDING AIDS.
- FLIGHTDECK SAFETY NETS.
- MOBI (MAN OVERBOARD INDICATOR SYSTEM).
- PMS.

3. MK1 LIFE VESTS: NOW THAT THE MORATORIUM ON CO2 BOTTLE TESTING HAS BEEN LIFTED (REF A), INSURV RESUMED MONITORING THE RELIABILITY AND MAINTAINABILITY OF THE MK1 LIFE VEST TESTING A REPRESENTATIVE SAMPLE DURING EACH INSPECTION. DUE TO LACK OF INFLATE TESTING FOR MOST OF THIS PAST YEAR OUR STATISTICS REMAIN UNCHANGED (APPROX. 14% FAILURE RATE), BUT THE COMMON CAUSE FOR FAILURE REMAINS IMPROPER INSTALLATION OF THE AUTOMATIC INFLATION ASSEMBLY AND ASSOCIATED O-RINGS DURING PMS. MAINTAINERS AND USERS OF MK1 LIFE VESTS MUST ALSO BE FAMILIAR WITH AND COMPLY WITH DEFECTIVE CO2 CYLINDER RETURN PROCEDURES (REF B) WHICH STATES THE FOLLOWING: A HIGH PERCENTAGE OF CYLINDERS FAILED VISUAL INSPECTION, DSCP IS CONCERNED THAT THESE CYLINDERS COULD MALFUNCTION DUE TO THE NATURE OF THE DEFICIENCY. THEREFORE, IT IS REQUESTED THAT YOU IMMEDIATELY RESEARCH ANY CO2 CYLINDERS THAT YOU HAVE IN THE FIELD OR ON HAND FOR THE FOLLOWING FOUR CAGE CODES AND/OR CONTRACTOR: JEFFERSON METAL STAMPING (0ZGE6), SPARKLET DEVICES INC (87286, AND 50527), AND SDI INC (0XML1). THE JEFFERSON METAL STAMPING COMPANY PURCHASED THE FORMER SPARKLET DEVICES INC AND SDI INC. IF YOU HAVE ANY CO2 CYLINDERS WITH THE ABOVE CAGE CODES, YOU MAY SUBMIT A QUALITY DEFICIENCY REPORT (QDR), FORM SF368 IN ORDER TO RECEIVE CREDIT FOR ALL SUSPECT CO2 CYLINDERS. IN ORDER FOR YOU TO RECEIVE CREDIT YOU MUST HAVE A DLA CONTRACT NUMBER AND/OR A VALID REQUISITION NUMBER. REFERENCE THIS LETTER IN BLOCK 22 OF FORM SF368 AS THE REASON FOR THE QDR. IF YOU HAVE ANY QUESTIONS OR CONCERNS YOU CAN CONTACT THE ITEM MANAGER, KAREN HARRIS, AT (DSN) 444-4250, 215-737-4250 OR THE COMMODITY TECHNICAL SPECIALIST, CRAIG SONNTAG, AT (DSN) 444-4075, 215-737-4075.

4. VISUAL LANDING AIDS: LAST TIME WE DISCUSSED THOSE WHITE MARKINGS ON THE FLIGHT DECK, WHICH LOOK SHARP FOLLOWING A NEW NON-SKID JOB, BUT DARKEN AFTER A RELATIVELY SHORT PERIOD OF FLIGHT DECK OPERATIONS. REMEMBER ONLY THE WHITE MARKINGS MAY BE TOPCOATED USING THE APPROVED COLOR TOPPING A MAXIMUM OF TWO TIMES BEFORE THE PROFILE OF THE NON-SKID BECOMES THE ISSUE. NIGHT VISION DEVICE COMPATIBILITY ON AIR CAPABLE SHIPS WAS ALSO DISCUSSED, BUT IS WORTHY OF RESTATEMENT: SERVICE CHANGE 32 INSTALLED NVD BLUE FILTERS IN THE OVERHEAD AND DECK SURFACE FLOODLIGHTS. AS PART OF THIS INSTALLATION, LOWER WATTAGE NVD COOL BEAM LAMPS WERE INSTALLED IN THE DECK SURFACE FLOODLIGHTS TO PREVENT THE BLUE FILTERS FROM CRACKING DUE TO THE HEAT GENERATED FROM THE HIGH WATTAGE LAMP. A CRACKED FILTER CAN LEAK WHITE LIGHT NEGATIVELY IMPACTING NVD OPERATIONS. THE AVAILABILITY OF THE REQUIRED COOL BEAM LAMPS (NSN: 6240-01-418-5021) IS RAPIDLY DIMINISHING AND VARIOUS OPTIONS ARE BEING EXPLORED TO RESOLVE THE PROBLEM. REQUIREMENTS FOR SHIP-WIDE NVD ARE ALSO BEING DEVELOPED. A NEW VLA "GOTCHA" AROSE THIS YEAR: THE LINE UP LIGHT SYSTEM ON A BRAND NEW DDG CONTINUOUSLY BLEW ITS

FUSE WHENEVER SWITCHED FROM THE FLASHING MODE TO THE STEADY MODE. THE WORK AROUND WAS TO INSERT THE ADDITIONAL STEP OF TURNING THE LIGHTS ALL THE WAY DOWN PRIOR TO SWITCHING, TO AVOID OVERLOADING THE CIRCUIT. THIS IS A BAD IDEA FOR A NUMBER OF REASONS, NOT THE LEAST BEING THAT IT IS NOT A WRITTEN PROCEDURE AND IT IS UNSAFE. THE SOLUTION IS TO IDENTIFY AND FIX THE OVERLOADED CIRCUIT, NOT TO INCORPORATE UNAUTHORIZED WORKAROUNDS AS PROCEDURE. ADDITIONALLY, ALL DDG FLT IIA VLA FLIGHT DECK MODS ARE PROCEEDING ON SCHEDULE WHICH WILL BRING THEM TO FULL DAY/NIGHT/IFR AVCERT FLIGHT CAPABILITY.

5. FLIGHTDECK SAFETY NETS: NEW DDG'S HAVE ANECDOTALLY LOST MORE THAN THE EXPECTED NUMBER OF NET COMPONENTS. THE NET SYSTEM USED ON THE DDG IS SIMILAR TO THOSE FOUND ON THE DD AND CG, WHILE THE DECK PLACEMENT IS CLOSER IN PROXIMITY TO THE FFG. FFG'S WERE REFITTED WITH A MORE SUBSTANTIAL NET SYSTEM, THE DDG CLASS SHOULD BE TRACKED TO DETERMINE IF A MORE ROBUST NET SYSTEM WILL BE REQUIRED FOR THEM AS WELL. ADDITIONALLY, A DIFFERENCE IN ALL SHIP CLASS SAFETY NET INSTALLATIONS HAS BEEN NOTED BETWEEN THE EAST AND WEST COAST TYCOMS. INSURV INSPECTORS HAVE DISCOVERED THAT WEST COAST SHIPS OUTFITTED WITH CRES SAFETY NETS UTILIZE VINYL COATED LASHING, WHILE EAST COAST SHIPS' LASHING ARE UNCOATED. THE VINYL COATING GREATLY REDUCES THE ABRASION AND BIMETALLIC CORROSIVE EFFECTS ON NET FRAMES, THUS REDUCING MAINTENANCE REQUIREMENTS. RECOMMEND TYCOMS REVIEW SAFETY NET SPECIFICATIONS TO STANDARDIZE THE USE OF VINYL COATED CRES LASHING.

6. MOBI. NAVSEA IS DELIVERING THE MAN OVERBOARD INDICATOR (MOBI) SYSTEM AND IS FORMULATING ITS ACCELERATED FLEETWIDE OPTESTING PLAN SCHEDULED TO BEGIN THIS SUMMER TO MEET CONGRESSIONAL MANDATE. INSURV AVIATION INSPECTORS WILL ALSO PERFORM FUNCTIONAL CHECKS OF THE SYSTEM WHERE INSTALLED. NAVSEA WILL CONTACT, PENDING CINC CONCURRENCE, EVERY SHIP WITH INSTALLED TEST HARDWARE VIA E-MAIL, AND PROVIDE A COPY OF THE PLAN AND EVALUATION CRITERIA (2 FORMS). TEST SHIPS SHOULD ESTABLISH A MOBI POC WITH NAVSEA 05Z8, AND PROVIDE TEST RESULTS TO NAVSEA VIA THE 2 E-MAIL FORMS THAT ARE PROVIDED DURING INITIAL DELIVERY FOR OPTEST.

7. PMS. INSURV WOULD BE REMISS IF IT DID NOT TAKE EVERY OPPORTUNITY TO STRESS THE IMPORTANCE OF PMS. A SHIP'S MAINTENANCE PROGRAM IS BASED ON THE 3M PMS PROCESS THAT STARTS AT THE LOWEST LEVEL AND EXTENDS UP TO THE TYCOMS AND FLEET COMMANDERS SUPPORT OF THE SYSTEM. SYSTEMATIC PROGRAMMED MAINTENANCE IS THE KEY TO A SUCCESSFUL MATERIAL INSPECTION AND ENSURES A SHIP'S COMBAT READINESS. ACCOMPLISHED PMS IS NOT A HANDS-OFF PROCESS. THE SHIP'S LEADERSHIP MUST NOT ONLY VERIFY PMS COMPLIANCE, BUT CLOSE SUPERVISION OF OUR JUNIOR SAILORS DURING THE EXECUTION OF THE MAINTENANCE IS A MUST. A HIGH PERCENTAGE OF INSURV DISCREPANCIES CAN BE ATTRIBUTED TO A POOR PMS PROGRAM AND/OR A LACK OF SUPERVISION DURING THE ACCOMPLISHMENT OF PMS. THE INCREASED ATTENTION TO PMS HAS RESULTED IN OVERALL IMPROVEMENT IN THE MATERIAL CONDITION OF SHIPS FLEET-WIDE. INSURV HIGHLY ENCOURAGES EACH SHIP TO MAINTAIN THEIR INCREASED EMPHASIS ON THE PMS PROGRAM AND STANDS BY READY TO ASSIST IN ANY WAY IN THE PREPARATION FOR YOUR UPCOMING INSPECTIONS. OUR WEB SITE HAS A WEALTH OF USEFUL INFORMATION AND CAN BE FOUND AT  
WWW.SPAWAR.NAVY.MIL/FLEET/INSURV.//